

WE WANT INFORMATION

RAILWAY MEETING AT
PILOT MOUND.

Pursuant to advertisements a railway meeting was held at Pilot Mound, on Friday last, there being present delegates from Brandon, Oakland, S. Cypress, Pilot Mound, Louise, Lorne and Argyle.

On motion Mayor Fraser, of Pilot Mound, was called to the chair and Mr. Stewart was appointed secretary. The chairman announced the meeting was called on the strength of information a delegation from Louise had received from Mr. Hill and other authorities of the western branch of the St. Paul & Manitoba Road. It was desirable to see what means could be taken to secure better railway facilities for Southern Manitoba.

Mr. Thompson, of Louise, one of the delegates, who interviewed Mr. Hill, found that company very anxious to get a footing in the Canadian Northwest. Hill's company had a western branch now within 45 miles of the Southern Boundary, and would extend it next summer and the more especially if the Manitoba people were inclined to encourage them in a footing in this country. Hill said both the Government and the C.P.R. were satisfied the fifteen-mile restriction clause did not apply to old Manitoba—that legally connections could be made east of the added territory. That company were not at liberty to close negotiations for the present year, but would be willing to take up the project next summer, if a provincial charter were secured in the interval.

He could not say what extent of bonuses would be required, but it was the connection as much as the bonuses they desired in any event. The speaker then went into a long outline of his opinion of the force of the monopoly clause.

He heard that Winnipeg was opposed to the scheme but did not think such was the case from what he knew himself. In any event the people had to look out for themselves. It might be policy on the part of the C.P.R. to plead poverty and in this way defer the construction of the southwestern. He opposed bonuses on principle, he favored stock, but the ratepayers should be guided by circumstances.

Mr. McKay, of Pilot Mound, referred to the several southern connections that might be made to advantage. We held the right to ship to any markets irrespective of Government legislation. We wanted commercial relations with every country that best served our interests. Was disposed to favor competition from every source, was against bonusing. The Grand Trunk would eventually come in, and the country would feel all the better for it. He endorsed what Mr. Thompson had said as to the interview with Hill and coadjutors.

Mr. Christie, of Brandon, understood the people of Pilot Mound section had some correspondence with railway authorities on this matter and came down with anxiety to know what it was. The people of Brandon were willing to encourage railways to that place, though not disposed to bonus heavily. The people of Brandon were anxious for southern outlets independent of the C.P.R. There might be obstacles in the way of getting a charter, but the Government could not afford to sacrifice the interests of this country. The first questions were the willingness of the St. Paul's people to establish a trunk line on the proposed route, and the obtaining of a charter. Business was unprofitable because the country was not settled and it could not be settled until there were more railways. The Farmer's Union was flourishing in his part of the country, and McMillan was doing a good business in the grain trade. Did not think Brandon was in a position to offer much of a bonus, if any. It would be to our interest to open correspondence with outside companies and deal with all on their merits.

Mr. Greenway, M. P. P., a year ago was one of the first to open correspondence with the St. Paul's Company. There was no doubt of their desire to secure connections with this country. Last session of the Manitoba Legislature a charter was put through by the St. Paul's people for the express purpose of getting into Manitoba at the earliest moment. Mr. Hill knew the importance of this scheme in this part of the country as well as the obstacles in the way of railways. Should not allow sectional differences to interfere—the idea should be the greatest good to the greatest possible number, and view the project from a provincial standpoint. Bonuses might have some effect on companies, on account of the stringency of the money market, but they were not all important. The country

should have a perfect network of railways. Should raise wheat as the great staple of the country and impediments must not stand in the way. This country wanted the Hudson Bay outlet, and all legitimate avenues to it. The C. P. R. would eventually be in the hands of the Government, and then in the hands of the people, which meant that popular interests would eventually prevail. In some instances it took six days to reach markets, and this state of things could not longer be retained. We had a right to buy in the cheapest markets and sell in the dearest and he challenged the Dominion Government to longer persist in its policy of intervention.

Mr. Barnett, of S. Cypress, had not time to have called his council together for an expression, but he well knew their feeling. His municipality felt like bettering its present condition and securing better outlets. The scheme of an extension of the Western St. Paul's Road was the best yet proposed, and he felt confident the people would give it their hearty endorsement by bonus and otherwise, as far as the law would allow them.

Mr. Clark, of Argyle, was not much interested unless the road after entering the province deflected westward through his municipality; under other circumstances his people would not give a bonus. He was not certain a crossing of the boundary could be secured, but would like to know from Mr. Hill, if he would build a Manitoba road in case a crossing would be allowed. With information on this point he would be better able to advise his people.

To Mr. Clark, Mr. McKay replied Mr. Hill informed his delegation, that if a charter was secured his company would be in a position "to talk business."

Mr. Nichol, of Souris City, had heard his municipality "talking railway all summer," and felt convinced Oakland would give a liberal bonus to any good road that would give it the necessary facilities. The Land Company he represented had already proposed to grade a line from Souris City 28 miles if other interested parties would finish the work and operate it, or they would provide the iron to aid other parties, or give liberal assistance to any company that would complete a road on their own responsibility. The route should of course be satisfactory. Was assured the C.P.R. was not disposed to press disallowance further, as one line was not capable of doing the business of the country. Did not hope to see other roads built in the country by Hill or anyone else without bonuses, or assistance in some other form. Was disposed to allow considerable latitude as to the boundary crossing. He felt also notwithstanding statements of Mr. Christie, that Brandon would be willing to lend a strong, helping hand. This country wanted the Hudson Bay outlet, and that westward and one of the levers to secure a good network of local lines, the country would then have acceptable markets.

Mr. Cliffe, of Brandon, saw the necessity for more railways but did not place the value on competition that many people did, so frequent were the changes in railway interests. What caused deadly opposition today led to permanent friendship tomorrow with railway companies. The country wanted the outlets, however, to develop its resources. Instead, too, of challenging the Government and the C. P. R. it was a policy to secure the favor of both, and would prove more beneficial in (Continued on fifth page.)

GENERAL NEWS.

Mr. Burgess, Deputy Minister of the Interior, is ill within inflammation of the lungs.

A leading grain merchant of Montreal will erect a large elevator at Kingston next spring, capable of holding 150,000 bushels.

A fruitless attempt was made to burglarize the Grand Trunk freight shed when the men were absent at noon, but luckily the agent had taken the funds away with him.

Donald McArthur, a Grand Trunk brakeman, at Lindsay, while shunting a train, fell, the cars passing over his head, and killing him instantly. The deceased lived with his parents here.

James Holmes and Wm. Bracken, arrested at Hobbart, N. S., a year ago with dynamite in their possession, which it was suspected, was intended for fish-like purposes, and who were sentenced in spring to six months' imprisonment, were released from jail yesterday.

Dingman, the druggist, whose carelessness in filling a prescription caused the death of a child, and who was found guilty of manslaughter, was sent to jail for six months.

A FATAL PANIC.

A Cry of Fire Raised in a
Glasgow Theatre.SIXTEEN PEOPLE CRUSHED TO
DEATH.

GLASGOW, Nov. 1.—A panic occurred this evening at the Star theatre, caused by a cry of fire being raised. The performance had proceeded without interruption until 9 o'clock, when some person shouted fire. The whole audience rose to their feet and made a rush for the doors. The mass of people who occupied the pit met the crowd descending the stairs from the galleries and a fearful block ensued. Loud cries of distress and shouts for help arose from the

PANIC STRICKEN AND STRUGGLING
PEOPLE.

The crowd was adjured by the officers of the theatre and the police to hold back, but the warnings and appeals were unheeded. The crowd frantically rushed toward the outlets trampling and jumping over each other until they reached the street. When the theatre was finally cleared 16 corpses were found on the stairs leading from the gallery and 12 persons badly injured. The only evidence that life was not extinct was their piteous moanings. The whole fire brigade, with the police, did their utmost to allay the panic and rescue the crushed victims, but they were too late to be of effective service. The ambulance corps conveyed away the victims living, but wounded, with the dead, so mixed that it was only possible to recognize them after arrival at the infirmary. It was subsequently learned that the author of the cry of fire was a former employee who was dismissed. The audience numbered about 2,000.

ANOTHER ACCOUNT

says the alarm arose while a trapeze performer was taking a dive from the ceiling to a net hanging in mid air. One of the audience shouted "Fire," meaning that the performer had gone too near the footlights.

A TERRIBLE SCENE.

The scene on the staircase is described as terrible. The steps were strewn with ribbons, hats and shawls. The victims were first suffocated and then trampled to death. The panic lasted fifteen minutes. The authorities had disapproved of the means of exit, and it was contemplated to construct an additional exit from the gallery. The scene witnessed when the relatives identified the dead was most affecting. Among the victims were eight females.

A Port Arthur despatch of yesterday says: A serious stabbing affray occurred last night in the Empire House. A dispute arose between a Swede named Carlsson, and a man named Walters, when Wm. Mitchell, a friend of Walters', interferred to save him from assault. Carlsson drew a long knife and rushed at Mitchell, stabbing him six times in the head and face. The doctor thinks he may recover. Carlsson is in custody.

It is expected that there will soon be two vacancies in the representation of New Brunswick, one caused by the elevation of Mr. Landry to the bench, and another by the appointment of Mr. Costigan to a minor position.

Capt. Wakeham, of the steamship Le Canadian, telegraphs from Gaspe that he has successfully delivered the 600 barrels of flour sent by the Government to the distressed Labrador fishermen. He reports large quantities of ice on the north shore, and that the brigantine Elizabeth Jane, of Carbonear, Newfoundland, bound for Montreal, was wrecked below Esquimaux Point. The crew and part of the cargo of herrings were saved.

Last week in the criminal court the case of Wm. Jones, indicted on Nov. 25th, 1881, for assault and battery with intent to kill Cas. J. Guitcan, was tried. The jury after an absence of 20 minutes found a verdict of not guilty. Jones is the man who shot into the prison van conveying Guitcan from the court to jail.

The latest reports from Michipicoten say the reign of terror still exists. The Toronto police took several prisoners to Sault Ste. Marie on Thursday last. The following day four of the worst desperadoes, heavily armed, boarded the steamer Steinhilf, for the South. After leaving the dock they opened a fire from revolvers and Winchester. Completely riddling the Canadian Pacific Railway office. Another posse of police is on the way to Michipicoten.

The C. P. R. steamer on Lake Superior will make three trips each before navigation closes.

HOUSE RENOVATING.

How Old Buildings Are Made to Lo
Like New.Acids, Oils, Chisels, Brushes, and Sol-
uble Glass Used, According
to the Material—Old
and New.

[New York Sun.]
"The new world is very different from the old," the old man said, as he handed his card to the reporter. Beyond the name it read: "House fronts renovated."
All kinds of stone preserved and made equal to new.

"I have been in the business over forty years," he continued, "and know thoroughly. In Europe my only orders were to make new buildings old. With chisel, pumice-stone, acid and lamp, you can convert a new building into a ruin. Only it costs money. To change a Queen Anne house of to-day into one of 150 years old, is worth, according to size, from \$1,000 to \$3,000. I had an order of that sort years ago near London. I took the job, and finished it to the owner's satisfaction. How did I do it? I cut out the brick-work with hammer and chisel and crumbled the mortar with acid. The stone-work I broke up by heading it with a blast from the lamp, and then throwing water upon it. This breaks the stone into irregular cavities, and produces just about the same effect as time does. With acids I ate the wood-work just as I wanted it. Acid is good in this way, as it brings out the grain and makes the wood much handsomer than it would be even when altered by time. There's a house in Seventh avenue, Brooklyn, not more than two years old, where all the cabinet-work—oak—has been treated with acid. It looks now as if it had been there almost a century. But in New York things are just the opposite. Everybody wants his house to look perfectly new. In ten years I have had four orders to make new houses old, and over 400 to make old ones new. How I do it depends upon the house. If it's a frame building I make sharp edges wherever there's wear and tear. The doors, windows and stoop is where most of the work is done. From use the edges get rounded and the paint wears out. If not too much worn I make new edges and lines on all the moldings, and repaint them. If too much worn I take out the used-up pieces and put in new ones. Then in both cases I put on two or three coats of paint, and the house looks as if it were just built.

"Brick is the hardest job of all. The trouble is, if you paint it, it shows the paint, and so shows the age. Renovators, as we call ourselves, don't agree at all upon brick houses. Some paint and line a front, some wash and then oil it, and some wash and then go over it with what they call soluble glass. I think the secret depends upon the kind of brick used. With some brick, boiled in acid, it looks like a first-class new Philadelphia brick, with others it would make it as dark as if it were fifty years old. There's another kind of brick, made at Havertree, I think, which oil ruins. But if you go over it with soluble glass and wash it down with acid, it's as new and fresh as can be.

"With marble, limestone, and these fancy-colored sandstones, a scrubbing brush, water and sand are all you should use. The stone gets discolored from the dust and smoke lying about, but the dis-color is merely on the outside, and a good scrubbing takes it all away. Brownstone is a puzzle. Sometimes it is cut with the grain, and then it splits off in flakes; some times across the grain, and then it wears into irregular hollows. The best way is across the grain. Take the houses in Fifth avenue near Fifteenth street, and you'll hardly see a single perfect stone on the whole front. On the other hand, the newer houses, and especially the Vanderbilts', are made of stone cut across the grain, and they'll last for years. The trouble is chiefly with the frost. The stone is porous, and absorbs a good deal of water. A cold night comes on, and the water freezes. If there is enough water in a piece, it either loosens or splits a layer, and the next thaw knocks it down. Of course, the best treatment is to soak the stone with something that will keep the water out. Raw oil, boiled oil, soluble glass, and acid and glycerine have all been used, but I think soluble glass is the best. You see, all the oils gum, and after a time they are chipped off, and glass never gums, and stays where you put it for years. I'll make a contract to keep a house in front for a lifetime if I were allowed to give it three coats of glass acid. The only objection is that it's a little more expensive than boiled oil. With some lime-stones that are porous the dirt and smoke get way into the pores. A scrubbing won't do the work then, and you must eat away a thin layer with acid. It makes no difference what a I use so far as eating the stone away is concerned, vitriol, muriatic acid or aquafortis. But I think muriatic is the best, because, besides attacking the stone, it also bleaches perfectly white many things vitriol won't touch.

"Granite is hard to renovate, but then it's not often used in building. It's not a simple stone, but a mixture, and its chief constituent, felspar, weathers more rapidly than the rest. The only way to renovate granite is with the chisel and pumice stone. Of course, you can keep it by varnishing it with soluble glass, but very few people take the trouble to do that. Soluble glass isn't used so much here as in Europe. It's a mixture of silica and soda, or potash. You put it on like a regular paint, and then wash it over with acid. The acid combines with the alkali and flows off with the latter, leaving a thin deposit of silica upon the surface and in the pores of the stone. At first it is soft like gum, but it hardens, and in a month makes a thick, tough and hard varnish.

Upright Selfishness.

[George Alfred Townsend.]

If a man is entirely selfish he is no good to any body. An upright selfishness is the preservative quality of the patriot. The selfishness which has been helping a country for thirty years to tell you that a man should think of nothing when he gets into the service of his country but his, making the atrocious country. This is damning, and the man who writes it never was in the service of his country. If opportunity justly a man in using all his energies for his family, certainly war should enable that same selfishness.

SILVER LINING.

There's never a day so sunny
But a little cloud appears;
There's never a life so happy
But has had its time of tears;
Yet the sun shows out the brighter
When the clouds are darkest clear.

There's never a garden growing
With roses in every plot;
There's never a heart so hardened
But it has one tender spot;
We have only to prune the thorns
To find the thornless lot.

There's never a cup so pleasant
But has bitter with the sweet;
There's never a path so rugged
That leaves not the prints of feet;
And we have a helper promised
For the trials we may meet.

There's never a sun that rises
But we know 'twill set at night;
The tints that gleam in the morning
At evening are just as bright;
And the hour that is the best
Is between the dark and light.

There's never a dream that's happy
But the waking makes us sad;
There's never a dream of sorrow
But the waking makes us glad;
We shall lose some day what we win
At the troubles we await.

There's never a way so winning
But the entrance is made straight;
There's always a guide to find us
To the little we set our feet;
And the angels will be singing
To a soul that is isolated.

There's never a heart so happy
But will some day lay low and die;
There's never a heart so wounded
That the Savior cannot heal;
There's many a lowly faithful
That is bearing the cross well.

LONGEVITY AND DRESS SUITS.

The Latter Shown To Be a Direct
Cause of the Former.

[New York Times.]
"Especially declared," exclaimed Episcopus, the corpulent proprietor of one of the most fashionable restaurants in the vicinity of Madison square to a reporter, "that when I see young fellows enter my establishment and audaciously take their seats at my well-appointed dinner tables in their ordinary business clothes, my blood boils within me. I feel it to be an insult when I turn to see."

Episcurus was moved to these reflections by the arrival of two young men in tight dress suits, who calmly entered the restaurant and took their places at a table by the side of three aristocratic "young bloods" in "white" and white neckties.

"It is a dress suit an absolutely essential article of an aristocratic restaurant," quipped the millitary.

"Most undoubtedly," was the answer. "If I find that the tendency is toward attire sensibly increased I shall put up a notice prohibiting the entrance of any one in business clothes. A knowledge of the very root of polite table work, I know something about it, young men, as I have studied the question deeply. I am my customers' interests as much as my own. I'll tell you what I mean. I am the most prominent physician in the city, and I tell me as a positive fact that the English statesmen, baronets, and even live to such old ages—it is a remarkable fact that they do—is simply because they are for dinner."

"What on earth can dress suits have to do with longevity?"
"Simply this: Just suppose, you're harassed and worried by a hard day's work—I don't mean to say that statesmen of baronets invariably are—and that you've got to dress for dinner. The manager says, 'You can't precipitate yourself at a good food and partake of it while in the state of annoyance which renders digestion impossible. You're obliged to take a relaxing fix in your shirt—there's nothing more self-possession that the vicar with a collar, and the rest of the garments. By the time you get into your evening frock, and are ready to forget all your grievances and are ready to receive entertainment. Ergo, you are benefited by the change of clothes.'"

"Still, the custom is going out, surely, is it not?"
"I grieve to say that owing to the extreme example of the English nobility, the custom is being given up. Just take Lord Randolph Churchill and see who else are the only members who still adhere to the custom. What English aristocrat I don't know. I don't care either, but I am far as America is concerned, and I feel free by the force of example. I believe it will be a terrible day for the custom of eating when men don't take to business clothes pure and simple. I believe me a hideous picture of collapse and degradation."

Ornamented "Bones."

[New York Mail and Express.]
"I am worked to death," said an engineer yesterday. "Worked to death means millions of gold dollars with the owner's pockets engraved on them. I made a couple of dozen such buttons for a leading wear of long ago. The initials were cut out in the gold dollar, then engraved, the sharp job costing \$100. Very few can afford such expensive buttons. For the ornate monogram, we generally use insect eyes. They are smoothed, the monogram engraved on one side, and some fancy figure on the other. The figures are of all sorts, but the bull-dogs of Greek gods. I made two real ones yesterday. One represented a lion and soldier with a cupid on the back of the lion's head. The other was a soldier on a shield. Another was a young lady, representing a person, a key, and a lady with their hands joined together, while underneath was the inscription, 'The Three Graces.'"

"Several days ago I made one such peculiar. I represented a fat man sitting on a sofa. He was wearing a coat and with spider legs and skeleton underneath his body. There were several other designs for jokes. Still, none of them were so original as the one I have just described. The originality of these ornaments is the sign of the times. It is the sign of the times that the taste of the hour."

majority, and if justice be done it is more than probable Cleveland will be declared the next President. As the country got tired of returning boards after one taste of the luxury, it is quite likely, if a count does not determine the result this time, an appeal will be made to the Supreme Court, where justice is supposed to prevail, although, even there, from

Queen v Howden.—In this case, the prisoner was charged with causing the death of his son, Alfred Howden, by turning him from home.

and felt sure it would have a good deal of weight, coming from such a number of intelligent gentlemen, and closed with thanking them for their good wishes and prompt attendance, and discharged them.

(Continued in our next issue.)

And solicits a share of Public Patronage.
Work done with neatness and despatch.
Farm Produce taken for Work at liberal
prices.
Brandon, Nov. 12th, 1884.

None genuine without a bunch of grass
Shun all the new paper

has stud with "HOP" or "HOP" in their name

SUPPER AND ADDRESS.

The friends and acquaintances of W. A. McLean treated him to a complimentary supper at the Grand Central on Tuesday evening. About twenty-five were present and a most enjoyable time was spent. Speeches and both vocal and instrumental music was indulged in to some extent. Mr. McLean treated his friends to a far well-dig on his harmonica which was highly appreciated. During the evening the following address, very neatly executed and mounted, was presented. The recipient in suitable terms, thanked his friends for such a kind expression of their regard and assured them that he would ever cherish it as a memorial of the many kindnesses he had received at the hands of his companions in Brandon.

ADDRESS.

To Mr. W. A. McLean.
DEAR SIR.—It was with sincere regret that we, your associates and friends, heard of your intended departure from our midst, to take up your residence in the neighboring Republic, with the hope of finding the climate more conducive to your health. It is unanimously conceded that we would be untrue to the close bond of friendship, which has grown up between us, if we allowed you to take your departure without giving expression to the kindly feelings which we entertain towards you, the high esteem in which you are held by your acquaintances, and the general sorrow which is experienced at the prospect of our separation.

During our intercourse for the past two years, we have at all times found you a sociable and affable companion, whom we will miss on every social occasion.

The heartfelt wish of all your friends in Brandon, is that in the country in which you are about to undertake the work of carving out a future you may find ample scope for your enterprise and ability, and that in the near future we may hear of your name as one of the successful and prominent commercial men of the United States, and formerly of Brandon, Manitoba.

In saying good bye, we wish you God Speed through life, and heartily indulge in the hope that at some future time we may all have the privilege of renewing the pleasant associations which we are about to sever. We sincerely desire that you may carry with you very many pleasant recollections of your stay amongst us, and that amidst the busy cares of life, fond memory may at times return with kindly retrospection to your many friends and acquaintances in Brandon.

Signed on behalf of the boys.

T. NATION,

D. G. STEWART,

D. A. REESOR.

Brandon, 11th, Nov. 1884.

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and a new house always does its best to please. The subscribers are now in the field as practical workers for popular support. They keep in addition to a well selected stock of the best

Imported Goods

a choice collection of

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of every pattern of their own manufacture, for ladies, Gentlemen and Children. Custom work a specialty and repairs promptly attended to.

ZINK BROS.,

Next to Smart's Hardware Store, Rossier Avenue, Brandon.

For Sale or to Rent,

SOUTH 250 Section 32, tp. 7, range 17, west, 30 being 250 acres close to Sourisburg. Good building, and 40 acres broken and fenced. A careful responsible party can have a favorable lease for a term of years. Possession immediately.

Address, W. HIGGINS & CO.,

Oct. 2nd 1st.

Royal Stage Route,

—BRANDON, MINOTA AND ANTLETS.—

LEAVES Royal Hotel, Brandon, Friday at 10 a.m., via Beresford, Souris, Monteth, Melgund, Nankin, arriving at Minota Saturday at 5 p.m. Leaves Minota Sunday at 7 a.m. for Antlets, via Souris, arriving at Butterfield with stage for Winkler and Workman, arriving at Antlets at 10 a.m. Returning, leaves Antlets as follows: at 10 a.m. Tuesday; Minota at 7 a.m. Wednesday; Souris at 9 a.m. Thursday; arrive at Brandon on Thursday at 2 p.m. Express parcels carried at moderate rates. Parties looking for homesteads or land, will take a trip over this line which runs 120 miles S.W. from Brandon, through the celebrated Souris River District, the golden South Manitoba. For further information enquire at the office of Royal Hotel, Brandon, or by correspondence addressed to the undersigned. Excellent accommodation at all stopping places along the line at very low rates. Return Tickets good for 15 days at reduced rates.

E. P. SNIDER, Prop., Minota, 4/12/85, Man. Oct. 11/2/87.

\$20,000 Worth of New Goods, BARGAINS.

The following is a List of the different Lines of Goods to be had at Bargains out of the Finest Stock ever shown in Brandon:

Dress Goods and Velvets.
Silks, Pushes and Trimmings.
Hoods, Jerseys, Scarfs and Shawls.
Cloakings, Fiances, Yarns, Blankets and General Dry Goods.
Astrachan and Cloth Mantles.
Usters and Fur Capes.
Buffalo, Coon, and Fur Lined Coats.
Fur Caps in Coony, Astrachan, Beaver, Russian and Persian Lamb, and S. S. Seal.

The Finest and Largest Stock of Men's and Boys' Suits in the City, very cheap.
100 Dozen Heavy Wool Shirts and Drawers, extra cheap.
A Big Stock of Gloves and Mitts.
Our Stock of Boots and Shoes, Felt Goods, Moccasins and Over shoes, cannot be beaten for style and value.
Get our quotations on Groceries before purchasing.
We will sell you 15 lbs. Bright Sugar for One Dollar.
Other Goods in proportion.

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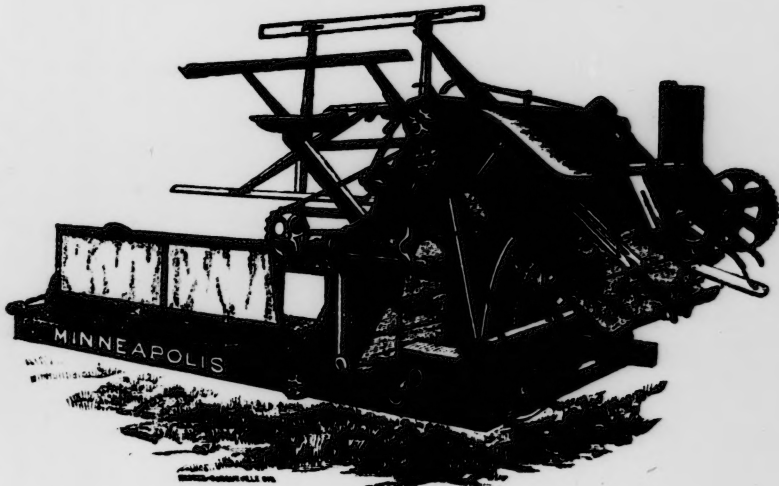
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MINNEAPOLIS HARVESTER AND TWINE BINDER,

The only Binder using the celebrated PACKER TRIP, which absolutely prevents clogging.



IMITATED BY MANY, EXCELLED BY NONE

Acknowledged by Farmers and Dealers the VICTOR in the Harvest of 1883.

PRAIRIE FRONT CUT MOWER, TIGER HAY RAKE, LAND ROLLERS—2 & 3 Drums
HOSIER SEEDERS, WAGONS, PLOWS, HARROWS, AMERICAN
PRAIRIE BOB SLEIGHS WITH CAST KNEE.

We are also the Sole Agents for the Haggart Bros. Manufacturing Co., manufacturers of the world-renowned

CORNELL ENGINES,

Either Portable or Friction, wide a Wake Separator for Steam Power.

Head Office at PORTAGE LA PRAIRIE. Agents at all important points in Manitoba and the North West.

ROBERT COCHRANE, General Manager.

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TO GET YOUR

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PERFECTLY FITTED

WITH

BEST PEBBLE SPECTACLES.

IN AT

REESOR'S Jewellery Store,

Just to Hand, another lot of

Reliable Gold and Silver WATCHES

Solid 18 Karat gold Rings & Fine gold Jewellery.

Also SILVERWARE & JET GOODS.

Everything marked in plain figures, and at Bottom Prices. Please Call and See to

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DRAIERS IN

Hardware
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CORNER 7th and

ROSSER AVENUE

MADE TO BE PAINTED, NOT TO BE KISSED.

"Made to be painted"—a Millais might give a fortune to study that exquisite fact—The face is a fortune—a Lawrence might live above in each line of that figure's still grace.

The face is perfection, a model each limb, From the delicate foot to the classical head; But the almond blue eyes, with their smiling, lookdim, And lips to be loved want a trifle more red. "Painted!" No, a Psyche, let's say, in repose—A Psyche whose Cupid, in seclusion in vain—Weighs up the midnight signs to the rose. That defines it's avowed to give slight tuck again.

If the wind shook the rose? Then a shower would fall; If sweet-scented petals to gather who list; If such shook my Psyche? She'd yawn that fall. "Painted!" No, a Psyche, let's say, in repose—A Psyche whose Cupid, in seclusion in vain—Weighs up the midnight signs to the rose. That defines it's avowed to give slight tuck again.

FUN ON THE RAILROAD.

ridiculous Questions That Are Asked by Passengers.

[Boston Globe.]
"Funny sights!" said an eastern railroad employe recently. "Well, rather. There are more funny incidents of all kinds, I believe, in connection with railroading than with any other class of business. And the questions people ask us."

A stout, red-faced woman, carrying a large basket and several bundles, came along the other day and asked what time the next train went to Gloucester. I told her "10:50." "An' what the devil's time is ten minutes past 50?" she said. I was obliged to explain my meaning, and came near laughing in her face.

"Another woman of about the same stamp wanted to go to Manchester. 'If yer see Mike McCarty,' she said, 'tell 'im I'm goin' down with 'im'—as if everybody in the world knew Mike McCarty.' It is a very common thing for people to set their watches by one of the indicators. We have, as you see, two indicators and a clock, and sometimes they will look at all three and ask which is right."

"The boys sometimes get off good things on people who ask foolish questions. A countryman came up to one of our conductors the other day in Portland and said, 'Does this train stop at Boston?' 'If it do not,' he said, 'you'll see one of the worst smash-ups you ever see.' The countryman looked kinder startled but got aboard."

"They often question me about like this: 'What time does the next train go to Lynn?' 'Well, isn't there one before that?' 'No, not before the next one,' I say. I answered a lady in that way only the other day. I guess the absurdity of her last question struck her when I did, for she laughed, colored up a little and walked away."

"And the absent-mindedness of people!" A man came in the other day and asked what time the next train went to Littleton. I told him he wanted to go to the Lowell depot, and he went away. He came back in about ten minutes, looking kinder sheepish, and said, 'By— I wanted to go to Lynn; I just came from Littleton.'"

"Not long ago a woman that I am acquainted with came from the cars in the morning, carrying a baby. Late in the afternoon I saw her getting on to her train all alone and asked where her baby was. 'There,' she said, 'I know, I'd forgotten something'—and she had just time to get her baby from the waiting room and catch her train."

"There was a funny old lady here the other day," he said. "She asked all sorts of questions about the train, its stops, etc., and would go with 'I'm from Chester, Vt. You don't know what butter's worth now, do you?'"

"Another old lady came up to the ticket window recently and rapped several times to attract my attention, evidently in great haste. She wanted a ticket, and when I gave it to her I told her that there was no hurry, as her train would not start for half an hour. 'No matter,' she said; 'trains sometimes start ahead of time, and off she went as if she didn't have a minute to lose. Sometimes ladies will come up to the window opening into the ladies' room and ask if they must get outside to take the train. I tell them that we do not generally bring the trains inside, and some laugh and some look cross."

Does Murder Out?

[Chicago News.]
It is the declaration of a Chicago detective locally famous, that no more than one murder in ten ever comes out. "Think over the recent known cases," he says. "Can you recall one in which the life wasn't taken with shot or blade?" In other words, the means of killing were such that there could not possibly be any concealment of the crime itself, though the criminal might escape. He held that to prove beyond doubt that the commonest form of premeditated murder—by poisoning—is practiced to a dreadful extent without detection. About the only murders that do come out, he thinks, are those sudden unplanned ones that arise from passion. "It may not be a pleasant thing to think of," he remarks, "but it can't be denied that any cool, intelligent person can murder a member of his family by using a poison that doesn't produce violent symptoms, and run very slight risk of being caught at it. It is my firm conviction that only a small percentage of the murders are distinguished from ordinary deaths."

No Appetite Wanted.

[Boston Post.]
An unknown, well-dressed stranger, who seemed to be in bad luck, walked over the other morning and throwing 15 cents on the counter.

"Give me a cup of cocktail, please, and have it sent to my room."

"The cocktail?" replied the bartender. "I beg of you," said the stranger, "don't send it to my room; I have a headache."

And a last-of-its-kind-look stole over his sagged face, and his wild eyes looked wilder than ever as he tossed down his 15-center and took his departure.

They are Advised by Surgeon
Neilson of Great Dangers
in Egypt, and Take the
Pledge.

THE DIREST OF DANGERS.
You will be informed in due time of the precautions to be taken against the other minor local dangers, fever, sun-stroke, etc. I advise you strongly to become total abstainers, and beg of you to take this pledge as

"Please, auntie, do never allow me
to talk at length."

curing dyspepsia, and is also a potent remedy for rheumatism. Sold by druggists. Pamphlet on Obesity sent on receipt of stamp.
BOTANIC MEDICINE CO., Buffalo, N.Y.

10

A Maiden Fair.

CHAPTER I.

A FRESH BREEZE.

A GRAY day that would have been dull anywhere but by the sea. A strong breeze blowing and the gray and blue waters leaping into white combs and points. A landsman would have called it a gale, but to fishermen it was only a "wee thing fresh." The gray old houses, with their red and brown roofs, looking out on the harbor, would also have appeared dull and dirty but for their picturesquely irregular gables and chimneys. Then the busy figures of the fishermen in their bright-colored petticoats and "short gowns" (jackets); the lounging groups of the fishermen, and, above all, the boats in the harbor and on its walls, all projected out into the Forth, and life to the scene in harmony with the strong breeze and the leaping waves.

On the furthest point of the harbor was a group of men and women with the spray flashing over their heads and the keen wind biting their faces, stood watching a smack which was making to make the port.

"Will she win in, think you?" said one.

"Safe enough—Bob Ross is steering," confidently answers a little, round-faced old man, by the name of Dick Baxter.

"Bob Ross has seen a smack capsized with five trusty comrades and put off to the rescue."

"It was a dafflike thing for Bob to risk his life for a smack?"

"It was worth trying," said Baxter gravely.

Suddenly the prow of the boat is seen towards the openings in the harbor and comes straight and swiftly across the bar, down goes the smack and boat and men are safe in the harbor.

There was no cheer although brave men had been done; but an eager question of the boat to see who was safe.

"They have gotten them a' but," said Baxter in a matter-of-fact tone, the circumstances being of too ordinary a nature to call for much feeling; "pair o' men, a' right."

"My man, my man," cried a woman, rushing down the steps to the boat, "what a he?"

There was no answer and the woman understood. She bowed her head, covered her face with her hands and was silent. Then a couple of sturdy women, with broad shoulders and muscular hands, took each a arm of the mourner.

"Come awa' hame, Jeanie," said one, and the voice was tender, although the notes were harsh, "it'll be better here."

And they led the widow home.

Bob Ross was the first out of the boat, helping one of the three men who had been safe to land. The others followed, and were first asked to a much-needed dram and then to their homes. The crew proceeded to the inn, accompanied by a number of friends eager to obtain some details of the rescue than had been given in the hurried answers to the crowd in the harbor.

Ross did not accompany them. He gave his steward frame a shake and a huge Newfoundland dog after turning out of the water, and that outwitted him. He was a man of about thirty, a handsome fellow, tall and snappy, dressed in a pilot jacket, and boots over his trousers.

His face was tanned by exposure to the weather, the features good, and the clear grey eyes which looked straight at any man bespoke an honest, open, and fearless nature. He had begun life in his father's fishing smack; but while always ready to do his duty in the boat, he had continued to attend school more than the other lads of the village, and to make more of what he learned there. The domestic took an interest in him and helped him to learn navigation as far as it was in that worthy man's power to do it. His practical knowledge was gained by practical experience in his father's smack. So by the time he was twenty he was well qualified to have taken the boat from Newhaven to New York—say, or from New York to Vancouver—better than any pilot in the harbor. He obtained his license and became a recognized pilot. He was, earned a high reputation as a pilot, steady, and skillful, and he still retained his interest in the smack, and when opportunity presented went out to the sea as much as he could of old.

When he had seen the rescued men safely ashore, he turned on his heel and went home. Dick Baxter, the favorite of Dick's, was a pilot; for Dick

was of importance in the village. An accident thirty years ago had disabled him from following his craft as a fisherman; but he eked out a living by doing odd jobs at the harbor and by the tips he obtained from sightseers for information about the place and people. This he gave with the air of a proprietor showing his place to his guests. Amongst fishermen he obtained the reputation of being a wise man. He was a pawkie one, giving advice in a slow, learned way that appressed the simple although clever people. He pronounced as authoritatively on the position of current politics as on religious affairs and the weather. In short he was an authority in the land notwithstanding the chaff which he had sometimes to endure from the younger men. In his early old blue jersey and corduroy trousers, and with his thin brown wizened face, he was always at his post and knew everybody's affairs.

"I was on the look-out for you Bob. How did you manage? It was well done anyway."

"We were just in time—poor Thompson had gone and the other three were just dropping off the keel. But you see we got them and that's all."

"Ay, but it was well done, and there'll be a paragraph in the Scotsman about you the moon."

"Well, it'd do me harm," answered Ross, laughing.

"Is that a' you think o' it? Man, I'd gie anything to have them speak about me in print! But he that's a' may, who do you think is here?"

"A lot o' folk."

"Just that, just that; but I was thinking you would like to ken that Jeems," (pronounced with the s short) "is here."

"To see his mother, I suppose, and get some more of her illness."

"Just that, an' speaking that fine English I could hardly understand him. But I thought you would like to ken, for he's come to see some one forbye his mother."

That was Dick Baxter had been waiting to tell, and he enjoyed the look on Bob Ross's face—a comical attempt to hide the fact that the news disturbed him.

"But what can that matter to me, Dick? I suppose he is free to go wherever he is welcome, like other folk."

"Nae doot, and it's just as you tak it. But if I was in your place, I'd be sure afore him."

"Where, man, where?" "As though you didna ken!" exclaimed Dick slyly. "How's ever, you'll ken fine when I tell you that I saw her yestreen and she was speerin' for you, and there was a braw laugh on her face when I said you was to be here to-day."

"Thank you, Dick," said Ross with evident annoyance; "but I wish you wouldna meddle."

"I didna ken afore that it was any harm to do a trifle a' guid turn," answered Dick Baxter in his most dignified way.

"No harm—I hope."

"I didna say anything by ordinary," said Dick a little sulkily, and yet with a desire to reassure Ross, seeing him so much put out. But the "by ordinary" must have had an extensive range indeed in his mind, since he had been praising his young friend without stint to Annie Murray, the only child of Captain Duncan Murray, who was sole owner of Anchor Cottage and the Merman steamer. "And she didna take it that ill," added Dick pawkily.

"Then it's all right." "And Ross laughed again as he went his way, and that way was to Anchor Cottage. He had been sent for by Captain Duncan on a matter of business. But the business was not in Bob Ross's mind as he walked rapidly along with head bowed against the wind, the spray dashing over the parapet, and the sun slowly beginning to make its way through the mist.

"I wonder can it be true! Was she thinking o' me? Mabe, maybe, for she's no upsetting like other lassies I ken o'—but what havers is this? The Captain is friendly and kindly; but he is proud of his daughter, proud of his steamer, and proud of his siller—he would never hear o' when there's a child like Cargill hanging about waiting for her."

At this thought he stopped, teeth closed and feet went down hard, and faster on the ground. Again.

"But why should he not think of his own early days and count my chances as good as his were?"

Here a faint smile of hope crossed his face; but the smile faded into a troubled look.

"I'm thinking he would do it, too, if Cargill weren't here with his siller and his siller that he had no hand in making. . . . Pair and Bell Cargill—it was a pity you

spent your life in boarding up your bawbees for a loon that's more than half-shamed to call you his mother before his five friends—ugh! Lord forgive me for these hard thoughts. If Annie likes him let him be her."

The healthy nature of the man rose against this envious spirit which had for a moment taken possession of him. He lifted his head and looked Fate steadily in the face. She should take him for her own sake or he would "even let the bonnie lass gang."

It was a relief to the man to feel this better mood upon him before he reached the cottage, for he knew that ugly thoughts mauling faces. It was a relief, too, that the sun and scattered the mist and brightened everything.

California grain growers have a reaping machine which requires twenty mules to propel it. The machine is called a "header," in that it cuts off the heads of the wheat stalks, taking in as little of the straw as possible. The heads are carried on an endless belt to a cylinder, where they are threshed and afterwards cleaned. The grain is run into sacks, the stalks tied up and left on the ground, to be gathered up by wagons. These combined harvesting and threshing machines are yearly becoming more popular, although they cost two thousand dollars each—San Francisco Call.

FINE
JOB PRINTING
Printed in the Mail Office.
Municipal Work
A SPECIALTY.

Canadian Pacific Railway.
Western Division.
TRAIN SERVICE.

CHANGE TIME

On and after June 17, 1883, trains will move as follows:

Going West.	Going East.
7:30 a.m. Leave Winnipeg	Arrive 8:30 p.m.
10:00 a.m. Leave Portage la Prairie	4:00 p.m.
1:15 p.m. Brandon	1:20 p.m.
8:00 p.m. Brandon	7:00 a.m.
2:24 a.m. Regina	11:00 p.m.
5:00 a.m. Moose Jaw	8:30 p.m.
2:00 p.m. Swift Current	12:30 p.m.
9:10 p.m. Maple Creek	5:25 a.m.
7:30 a.m. Arrive Medicine Hat	Leave 12:30 a.m.

Going South.	Winnipeg	Going North	Arrive
7:55 a.m.	7:30 p.m.	6:55 a.m.	7:30 p.m.
10:35 a.m.	1:10 p.m.	Elkton	4:05 a.m.
10:50 a.m.	10:50 p.m.	St. Vincent	3:45 a.m.

Going South.	Winnipeg	Going North	Arrive
1:15 a.m.	Leave	4:00 p.m.	4:00 p.m.
1:45 a.m.	Morris	4:00 p.m.	4:00 p.m.
1:30 p.m.	Gretna	2:10 p.m.	2:10 p.m.
4:30 p.m.	Arrive Manitoba City	Leave	5:30 a.m.

8:30 a.m.	Leave	Winnipeg	Arrive	4:10 p.m.
9:35 a.m.	Stony Mountain	2:10 p.m.	2:10 p.m.	
10:00 a.m.	Arrive	Stonewall	Leave	2:30 p.m.

SPECIAL NOTICE.
Magnificent Palace Sleeping Cars will be run on all through passenger trains between Winnipeg and Edmonton and Winnipeg and Port Arthur.

Trains move on Winnipeg time.
JOHN M. EGAN, W. C. VAN HORNE,
Gen. Superintendent, Gen. Manager.
WM. HARDER, Asst. Traffic Manager.



LIVERY.

JAMES S. GIBSON,
FIRST-CLASS RIGS,
STYLISH HORSES.

Livery Sale and Feed
STABLES.

DEALERS IN
Horses, Oxen, Wagons, Sleighs,
Buggies, Cutters, &c.

SPECIAL NOTICE
To Merchants throughout the Country.

The time will soon come when the Farmers will be asking for Machine Oil.

McCall's LARDINE

Is considered on all sides to be the BEST OIL going for Mowing and Threshing Machines. It does not gum, and wears fully as well as Castor or Sweet Oil, and is only about one half the price. Give our Traveller an order, or send for sample lot.

McCALL BROS. & Co., Toronto, Ont.

For sale by JAMES A. SMAR, Brandon

Bower, Blackburn Mundle & Porter

IMPORTERS

WHOLESALE

General Merchants

Ready-Made Clothing, Boots and Shoes.

Carpets, Hardware, Brushes

Crockery, Groceries, Provisions, Dry Goods.

—STORES—

Cor. Tenth Street & Pacific Avenue.

BRANDON, MAN.

JOHN DICKINSON

DEALER IN

GROCERIES,
DRY GOODS,

Boots and Shoes, etc.

Corner Ninth St. and Rosser Avenue.

BRANDON, - MANITOBA

PAISLEY

Whose name is that? I see it everywhere! Why that is the PIONEER DRY GOODS AND NOTIONS MAN, now Corner 9th Street and Rosser Avenue. He has just returned from a business trip East with piles of NEW GOODS, bought in Chicago and Montreal, and are now offered for sale at prices way down below anything ever heard of in Brandon before.

This is the place? Isn't that pretty? Those Bonnets and Hats are gems of beauty? . . . at window itself is worth walking a mile to see! Let's go in and see their New Goods? . . . Arrived!

SPECIAL NOTICE:

Samples and Prices mailed to parties at a distance if desired. Eggs and butter taken in exchange for Goods

W. F. WILSON,

STILL TO THE FRONT

IN THE

Furniture Business,

with the largest and best selected stock of goods ever brought into the city, all selected personally at the manufacturers, bought at prices that will . . . while me to sell lower than has ever been known in the Province. . . .

WHOLESALE AND RETAIL

Corner Rosser Avenue and 6th Street
Goods Sold on Monthly Payments,

BRANDON POST OFFICE.
Arrival and Departure of Mails.

MAILS CLOSED FOR AND LEAVE BRANDON.

For Rapid City, daily, at 2 p.m.
 " Deloraine, Fridays, at 7 a.m.
 " Millford, Langrue, &c. Mondays and Thursdays, at 7 a.m.
 " Menota, Fridays, at 7 a.m.
 " Souris, Tuesdays, at 2 p.m.
 " Pendergast, Fridays, at 2 p.m.
 Train leaves for the East at 11:20 a.m. Mails closed at 10:50 a.m.
 Leaves for the West at 2:30. Mails closed at 2 p.m.

MAILS ARRIVING AT THIS OFFICE.
 From Rapid City, daily, at 10:20 a.m.
 " Deloraine, &c., Thursdays, at 3 p.m.
 " Millford, Langrue, &c., Thursdays and Fridays, at 3 p.m.
 " Menota, Thursdays, at 3 p.m.
 " From Souris, Mondays, at 11:20 a.m.
 " Pendergast, Fridays, at 11 a.m.
 Train from the East due at 2:30 p.m.
 Train from the West due at 11 a.m.

OFFICE HOURS.
 This office is open daily, Sundays excepted.
 From 8 a.m. until 5 p.m.
 Money order branch open from 10 a.m. till 3 p.m.
 Registered matter must be in 15 minutes before mail closes.

J. C. KAVANAGH,
Post Master.

TOWN TOPICS

Last Friday some farmers to the south of us resumed plowing.

About 25,000 bushels of wheat were marketed here last week.

Mr. Hosker intends opening a pork packing establishment in the city.

The Ogilvie Co. are having a well dug to supply water for their elevator engine.

The choir of the Methodist church gave a successful concert last Thursday night.

Engine No. 82 ran off the track in the yard here on Saturday. Cause, care less switching.

Mrs. Rothmund has opened a millinery store near the North Western telegraph office.

The C.P.R. water tank and turntable have been overhauled and put in shape for the winter season.

Maywood's transfer headquarters are now at the corner of Eighth street and Rosser. See their advertisement.

The town collector was on the war path on Tuesday and raised enough money to lift the school note.

J. Murray, assistant superintendent of the Western Division of the C. P. R. spent yesterday in the city.

Ten car loads of wood from High Bluff have arrived for the Court House. Ninety car loads more will follow.

Mr. W. Thornton and bride, who were married in Winnipeg last week, were presented by Mr. Chas. Whitehead of this city with a very handsome walnut bed room set.

A number of young men who attended the Methodist concert last Thursday night feel keenly the action of certain functionaries on that occasion.

There will be a meeting of the Railway Committee to-morrow Friday evening, in the city hall, to receive the report of the railway delegates to Pilot Mound.

Local grain buyers have been notified by the C. P. R. that yesterday's shipments were the last that they would guarantee to ship by the lakes. Empty cars were consequently in great demand.

Owing to the close of navigation the Farmers' Union have stepped buying grain, until shipping arrangements have been completed over the American system of railways. They shipped 26 car loads during the past week.

According to the Ninth Bulletin of the Department of Agriculture, just published, the average yield of wheat in Manitoba is 22.31 bushels per acre, as compared with 23.35 for last year. The comparative quality is 100.05 compared with 102 in 1883. The loss from rain and hail accounts for the lower average yield.

The chairman of the Fire Water and Light Committee has constructed a dam on Assiniboine Avenue for the purpose of forming a kind of reservoir of the water flowing from the springs on 13th street. This water is intended to form a supply for the fire engine during the winter season, when the river is hard to approach.

The Missionary Board of the Manitoba Conference of the Methodist church will hold their annual meeting this afternoon (Thursday 13th) in the Methodist Church in this city. The anniversary meeting, which will be addressed by several members of the Board, will be held in the evening, at 8 o'clock in the same place. The public are cordially invited.

The court closed here yesterday.

Mr. Molesworth and wife went east Tuesday.

Mr. Park, Government Land Inspector, is in the city.

A. Harris Son & Co. received a car load of sleighs on Saturday.

R. D. Robinson, of Carberry, intends erecting a roller mill at that point next season.

James Housfield, of Douglass, contemplates setting up a portable grist mill there.

Mr. Tupper, Chief Inspector for the Provincial License Commission, visited the hotels here Tuesday.

The latter part of the report of the proceedings of the court has been unavoidably crowded out.

Rev. Bell, B. D., of Carberry, occupied the pulpit of the Methodist Church here, last Sabbath morning and evening.

The fire engine was out yesterday, filling the water tanks. The supply was taken from the well at the Royal Hotel.

The people of Brandon Hills are indignant over the statement of the Sun, that the children lost there were carefooted at the time. It appears the statement was opposed to the facts.

The old man Holty, who applied to the council last week for aid, has been supplied by sympathetic friends with money enough to take him to Winnipeg. He has friends there who will furnish him with means to reach England.

Some person attempted to enter Cameron & Co's. store, last Monday night. An iron bar had been made use of and the back window pried up for a small distance. The would be burglar was evidently alarmed as the instrument used was left at the scene. This is, we are informed, the first attempt of the kind that has ever been made in Brandon.

After the business was transacted at the firemen's meeting Tuesday evening, the members indulged in an animated debate as to the destructive powers of fire and water respectively. The decision was given in favor of the former notwithstanding the weighty arguments of Mr. Green, who referred at some length to the extensive water works that existed in Noah's time.

The last train of Montana cattle for the season passed through on Monday for Chicago. This makes a total of 5,400 head of American cattle that have, this season, been transported from Maple Creek to that city. Mr. Belcher, the Company's stock agent accompanied the last consignment to its destination, where he will attend the annual meeting of Stockmen's Association. The transportation facilities have given the best of satisfaction to the ranchers and it is expected that from ten to fifteen thousand head will pass over the line next season.

A very valuable horse belonging to a Mr. McCool, of Turtle Mountain, died in Torrance's stable on Tuesday. The owner lives about 60 miles from the city. He started on Monday morning and drove to the lime kiln where he put up for the night. The horse refused to either eat or drink as he did also the next morning. The owner, being anxious however to meet the train drove in to the depot. When the trunk was removed and the horse again headed for the stable he fell and could not be again got to his feet. He was placed on a sleigh and taken to the above stable. Nothing, however, could be done for him and he died shortly after. Over driving is said to have been the cause of his death. His estimated value was \$225.

MARKET REPORT

(Carefully revised each week.)

Wheat has not been so plentiful on the street this week as last, owing to the poor condition of the roads. The prices have remained much the same. No. 1 hard (none offered) brings 51 cents. No. 2 hard, 47. No. 1 regular, 47; No. 2 regular, 43; and No. 3 regular, 39. Oats have been rather scarcer, and sell at 23 cents. Barley brings from 30 to 35, and potatoes about the same figures. Chop cells for from \$18 to \$22 per ton, according to quality. Little pork has been offered, but sufficient for the local demand. It brings from \$5 to \$5.50 in farmers' wagons. Beef brings from \$7 to \$9

per cwt., with a downward tendency. Hides are quoted at from 3½ to 4 cents per lb. Chickens sell for 55 cents per pair.

LOCAL ENTERPRISE.

What Alexander Kelly & Co. Are Doing.

A MAIL reporter called at the mills of the above firm on Friday and found things fairly booming. They have now entered the field to compete with eastern millers and on the morning of our visit had just shipped their first car load of flour to Montreal. The shipment is of course an experiment to a certain extent, but with their improved machinery they hope to repeat it with profit to themselves. They are now making some valuable additions to their machinery. Among other improvements, a new separator and scourer from Minneapolis are being put in. This will enable them to purchase all grades of wheat, as they will now be in a position to clean even the dirtiest. The machinery now consists of nine sets of rollers, four purifiers, thirteen flouring mills, four wheat cleaning machines, and a run of stones. In addition to this they have in connection an elevator with a capacity of 30,000 bushels, and an oat meal mill capable of turning out 100 barrels per day. Their flour mill runs day and night, and turns out 150 barrels every twenty four hours.

THAT CHALLENGE.**The Winnipeg Flunks.**

The following get-out-of-it-if-I-can acceptance of Mr. McLean's challenge appeared in Tuesday's Times. There is nothing clearer than that Cameron is most anxious to get out of the affair, and for this reason purposely hedged his acceptance by conditions which he hoped would enable him to do so. Sir: W. A. McLean, of Brandon, having challenged me to run him a seventy-five yard race for \$1,000 a side, I wish to say that I am willing to cover any deposit by him for such a match, on the following conditions: The race to take place in a warm climate and on turf. I am willing to allow McLean to name the place, provided it is in a warm climate. If he can beat me it will be worth the trouble of going even to Florida. Let him put up or shut up.

Yours etc.,

H. T. CAMERON.

So soon as the above came under our notice, we called on Mr. McLean, and showed it to him. He deems the acceptance a hoax and says that he does not believe Cameron could make up the stakes. It so happens, however, that Mr. McLean was just getting things in shape to go to a "warmer climate," and if Cameron will but accompany him he will be happy to run him. Mr. McLean left yesterday for Detroit, and does not again intend to return to Brandon as the climate does not agree with him. He said he would call on Cameron when he reached Winnipeg, and see what could be done.

Notice.

NOTICE is hereby given, that the Partnership heretofore existing between Sophia Ann Kelly and the undersigned, as Power & Kelly, in the Bar of the Kelly House, was dissolved by mutual consent, on the 17th of July last. All Claims against the said Partnership are to be presented to the undersigned, by whom the same will be settled.

H. L. POWER.

Dated this 8th day of November, 1885.

MAYWOOD'S TRANSFER CO.

HAVING removed their Office to the opposite side of Rosser Avenue, beg to inform the Public that they are now prepared to do all kinds of

DRAIVING

In the City.

Freight & Baggage

Of all kinds carefully handled.

Safes, Pianos, Organs, also Household Furniture moved with care and promptness.

PRICES MODERATE

OFFICE: COR. 8th STREET & ROSSER AVE.

All Orders left at the Office will receive prompt attention.

A. MAYWOOD & SONS

BLOOD BITTERS

ACIS UPON THE BOWELS, LIVER, KIDNEYS AND THE BLOOD.

STEAMSHIP OFFICE.

FARES GREATLY REDUCED.



ALLAN LINE.

Sailing from QUEBEC every Saturday during Summer, and from OATLAND and HALIFAX during Winter.

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